THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Incidents of some such practices have come to notice. Raids and checks are conducted to curb their activities. Passengers are also advised not to purchase tickets from unauthorised persons.

(b) One hundred and seventeen raids were conducted during the last three years.

(c) Information is being collected and will be laid on the Table of the House.

(d) Periodic reviews are conducted.

(e) Yes, Sir. Special drives are conducted to apprehend touts an unauthorised persons particularly during the summer rush.

World Bank report on long range Planning for Railways

3780. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 556 given in the Rajyya Sabha on the 15th March, 1995 and state the details of the draft report which the World Bank had furnished in September, 1994 to the Government of India on long range planning for Indian Transport sector, including Railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): In the report furnished by the World Bank to Government of India dealing with the long term issues on India Transport Sector, the Bank has brought out that the long term annual growth rate of Indian economy is expected to rise from 3.5-4.0 per cent in the past to 4.5-6.0 per cent resulting in doubling of freight transport output every 10 to 13 years and passenger transport output every 7 to 10 years. Foreign trade flows would also double in about 8 years. There are other changes taking place in Indian Economy such as privatisation of industrial sector, deregulation, reduction in Govt. subsidies, demographic pressures, increasing urbanisation, rapid technological changes and other factors such as degradation of environment etc. All these factors would bring pressure on transport network and fundamental changes in the pattern of employment, management techniques, pricing policies institutional arrangements would have to be considered to enable the transport sector including Railways to meet future transport demand.

Costs Incurred by Consignees at Major Ports

3781. SHRI GOPALSINH G. SOLANKI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the cost incurred by consignees of Cargo, both container-wise and loose, at different major ports;

(b) whether there is any proposal to bring down the port and other handling charges of Cargo at these ports; and

(c) if so the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The posts to be incurred by the consignees at ports comprise rates chargeable by port itself as well as other agencies. The latter are not covered by the scale of rates. The cost varies from port to port and also from cargo to cargo. It is, therefore; not possible to quantify the actual cost.

(b) No, Sir.

(c) Does not arise.

Bye pass Roads on National High-ways in Maharashtra and Gujarat

3782. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of the policy and the priorities for construction of by pass roads on national highways during the 8th Five Year Plan;

(b) what are the details of proposals from Maharashtra and Gujarat, with project-wise locations pending consideration of the Central Government;

(c) what are the detials of action taken|proposed to be taken, including private participations by local or foreign investors; and

(d) what are the details of targets fixed for Maharshtra and Gujarat during the 8th Five Year Plan period to avoid congestion and mounting fatal accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Bypass are taken upon the National Highway system depending on traffic intensity, congestion along the existing route, availability of funds, etc. Owing to resource crunch in the 8th Five Year Plan bypasses are generally assigned a low priority.

(b) to (d) The 8th Five Year Plan provides for construction of 4 Nos. of bypasses in the State of Maharashtra, i.e. Akola and Amravati on NH 6, Panvel on NH 4 and Peth on NH 50. No bypass has been proposed in the State of Gujarat. Out of these, bypass at Peth has already been sanctioned. It may be stated that the Govt. proposes to bring forward legislation during the the current session of Parliament to amend the National Highways Act; 1956 to enable private sector participation.

राष्ट्रीय राजमार्गों का निर्माण और रख-रखाव

3783. **श्री दिलीप सिंह जुदेव:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) उन राज्यों के नाम क्या-क्या हैं जिनमें नवीन राष्ट्रीय राजमार्गों के निर्माण तथा पुराने राजमार्गों के विस्तार की अनुमति दी गई है तथा वर्ष 1991-92 से 1994-95 तक प्रति वर्ष कुल कितने किलोमीटर राजमार्गों का निर्माण होना है ;

(ख) राज्यवार ऐसे राजमार्ग कौन-कौन से हैं जिनके निर्माण एवं विस्तार के लिये क्रमश: निजी क्षेत्र एवं सरकारी एजेंसियों को अनुबंधित किया गया है ;

(ग) ऐसे कौन-कौन से राज्य हैं जिनमें सरकारी एजेंसियों द्वारा कराये गये कार्य के स्तर को अत्यन्त धीमा और घटिया स्तर का पाया गया है; और

(घ) मध्य प्रदेश में इन वर्षों में स्वीकृत नवीन राष्ट्रीय राजमार्गों के निर्माण एवं विस्तार से संबंधित लंबित पड़े हुये प्रस्तावों का ब्यौरा क्या है?

जल भूतल **परिवहन मंत्रालय में राज्य मंत्री (श्री जगदीश टाईटलर)** (क) आंध्र प्रदेश में वर्ष 1991-92 और 1994-95 के मध्य केवल एक सड़क (रा.रा. 18) का जिसकी लम्बाई 369 कि.मी. है, राष्ट्रीय राजमार्ग के रूप में निर्माण किया गया है । इसके अतिरिक्त, इसी अवधि में लगभग 1000 कि.मी. लंबे मौजूदा राष्ट्रीय राजमार्गों को चौड़ा करने का कार्य पूरा कर लिया गया है ।

(ख) फिलहाल राष्ट्रीय राजमार्गों का विकास केन्द्र सरकार के एजेंट के रूप में राज्य सरकारों द्वारा किया जाता है ।

(ग) कोई नहीं ।

(घ) आठवी योजना में अभी तक मध्य प्रदेश में कितने नये राष्ट्रीय राजमार्ग को मंजूरी नहीं दी गई है ।